

# BookletChart™

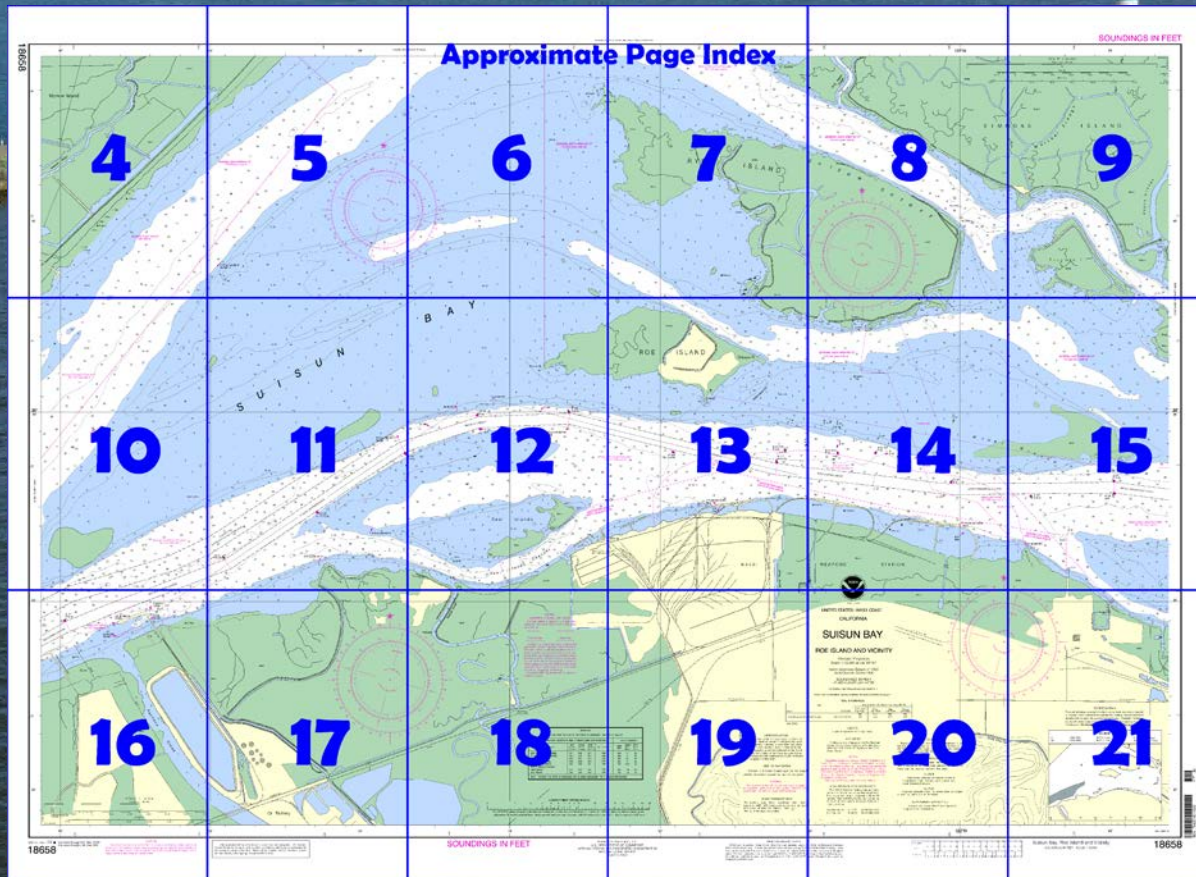
## ***Suisun Bay – Roe Island and Vicinity*** **NOAA Chart 18658**



***A reduced-scale NOAA nautical chart for small boaters***  
***When possible, use the full-size NOAA chart for navigation.***



- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18658>.



#### (Selected Excerpts from Coast Pilot)

**San Pablo Bay** is nearly circular, 10 miles long in a NE direction, with a greatest width of 8 miles. The N part consists of low marshes intersected by numerous sloughs and a large area of shoal water and mudflats that bare at extreme low water. The S shore is bolder, except between Point San Pablo and Pinole Point, where it is low and marshy for about 3 miles. Carquinez Strait joins San Pablo Bay with Mare Island Strait and Suisun Bay at its E extremity. There is

considerable traffic through the bay. Deep-draft oil tankers and sugar-

laden vessels pass through the bay bound for Crockett and Martinez. Lighter draft vessels pass through bound for points on Suisun Bay, and the Sacramento River to Sacramento, and on the San Joaquin River to Stockton.

Mariners are advised that winds and currents in San Pablo Bay may be particularly strong and must be taken into consideration by tankers bound for the oil terminals. Vessels transiting the Pinole Shoal Regulated Navigation Area westbound on an ebb current should use extra caution to avoid being set down on the aids to navigation following the turn at San Pablo Bay Channel Light 11.

The marked channel through San Pablo Bay extends in a gentle curve N and E from the entrance to the E end. The Federal project depth is 35 feet across Pinole Shoal.

A **regulated navigation area** has been established in Pinole Shoal Channel. (See **33 CFR 165.1181(e)(2)**, chapter 2, for limits and regulations.)

A **regulated navigation area** has been established in San Pablo Bay N of the Pinole Shoal Channel. (See **33 CFR 165.1184**, chapter 2, for limits and regulations.)

**Pinole Point** is a moderately high, rocky bluff, projecting about 1 mile from the SE shore of San Pablo Bay. A T-head fishing pier extends NW from the E side of the point. Piles and a light are off the face of the pier. The ruins of a former wharf extend from the E side of the point. A pleasure fishing pier and a small-craft harbor are at **Lone Tree Point**, 4.6 miles E from Pinole Point. (See the small-craft facilities tabulation on chart 18652 for services and supplies available.)

**Gallinas Creek** enters San Pablo Bay about 1.5 miles NW of Point San Pedro. The entrance channel, marked by private markers on the N side, leads across flats to the mouth of the creek. In 1983, the channel had a controlling depth of 2 feet. Local knowledge is advised. Overhead cables crossing the creek have a minimum clearance of 65 feet.

**Petaluma River** enters San Pablo Bay on the NW side. The river is used by pleasure craft and by barges handling gravel, oyster shell, heavy construction equipment, and prestressed concrete products.

A dredged channel leads from deep water in San Pablo Bay to the mouth of the Petaluma River and continues upstream to the city of Petaluma. A Federal project provides for depths of 8 feet in the entrance and through the river to a turning basin at Petaluma, thence 4 feet to the upstream limit of the project. (See Notice to Mariners and latest edition of the chart for controlling depths.)

A privately dredged channel with private markers leads SSW from the dredged entrance channel to Petaluma River just below the entrance to the river and thence to **Novato Creek**. In 1985, the reported controlling depth was 2 feet.

**Danger zones.**—Danger zones are in the E part of San Pablo Bay adjacent to the W shore of Mare Island and in the N central part of the bay. (See **334.1160** and **334.1170**, chapter 2, for limits and regulations.)

The site of the **Concord U.S. Naval Weapons Station** is on the S side of the bay. A **restricted area** has been established along the waterfront of the Naval Station (See **33 CFR 334.1110**, chapter 2, for limits and regulations.) A **security zone** has also been established around the piers of the Naval Station. (See **33 CFR 165.1199**, chapter 2, for limits and regulations.)

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Alameda	Commander	
	11 <sup>th</sup> CG District	(510) 437-3700
	Alameda, CA	

# Table of Selected Chart Notes

## HEIGHTS

Heights in feet above Mean High Water.

For Symbols and Abbreviations see Chart No. 1

Mercator Projection  
Scale 1:10,000 at Lat 38° 04'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.288" southward and 3.649" westward to agree with this chart.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Sacramento, CA KEC-57 162.55 MHz WX1  
Mt. Pise, CA KHB-49 162.40 MHz WX2

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

## TIDAL INFORMATION

PLACE  NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water feet	Mean High Water feet	Mean Low Water feet
Port Chicago, Suisun Bay, California	(38°3.4' N/122°2.3' W)	4.9	4.4	0.7
Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a> . (Aug 2007)				

## SUISUN BAY

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO AUG 2012

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (MLLW (FEET)
BULLS HEAD CHANNEL	38	39	35	8-12	300-350	1.2	35
EAST BULLS HEAD CHANNEL	33	34	32	8-12	350	1.1	35
PT. EDITH CROSSING RANGE	36	34	32	8-12	350	1.1	35
PRESTON PT. REACH	36	36	29	8-12	350	0.9	35
ROE ISLAND CHANNEL	34	35	34	8-12	350	1.1	35
PORT CHICAGO REACH	38	36	36	8-12	350	0.52	35
MIDDLE GROUND CHANNEL							
WEST REACH	36	36	35	8-12	350	1.29	35
EAST REACH	35	37	35	8-12	350	1.09	35
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION							

## CAUTION

### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 11th Coast Guard District in Alameda, California or at the office of the District Engineer, Corps of Engineers in Sacramento, California.

Refer to charted regulation section numbers.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## WARNING

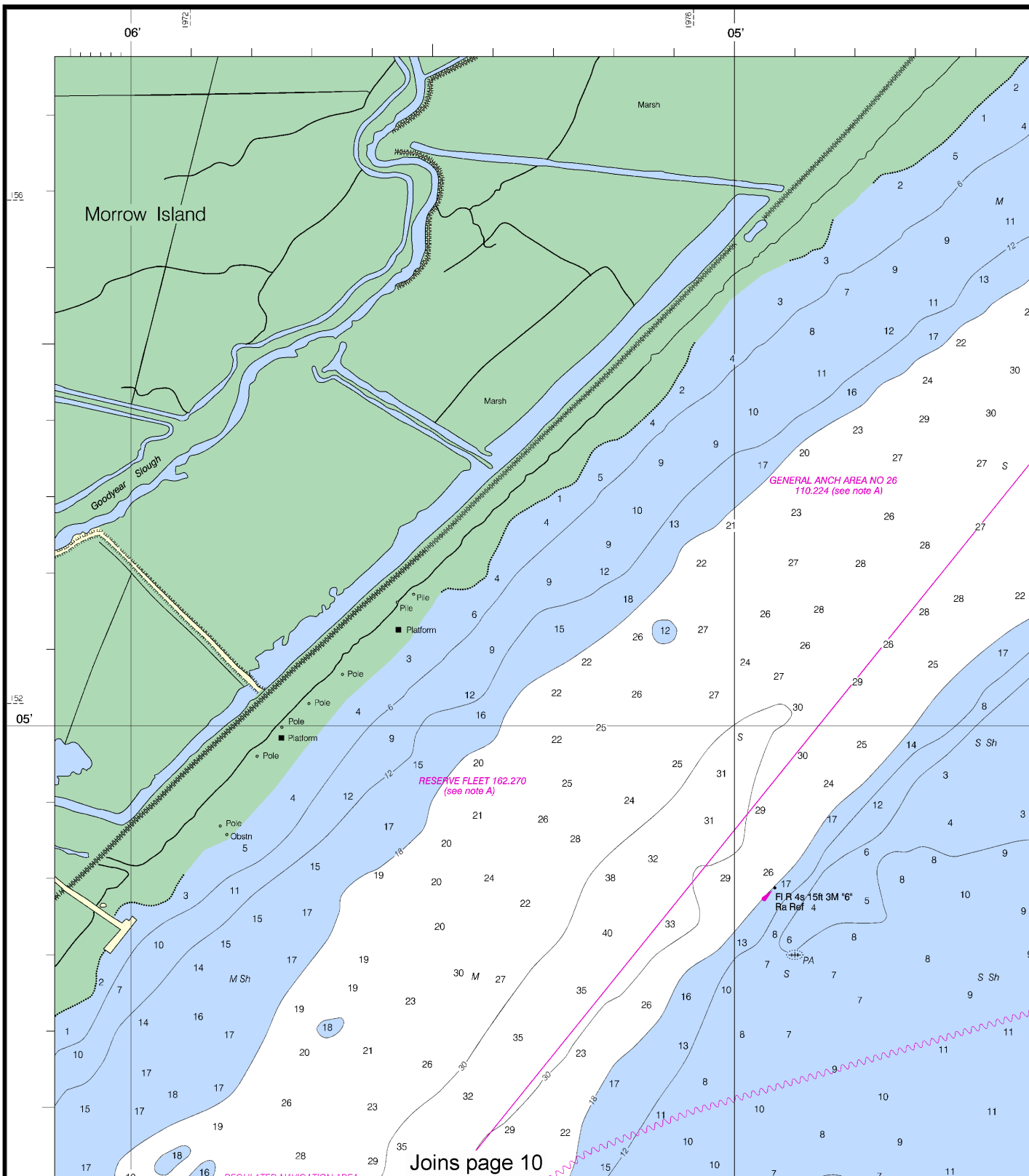
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## AIDS TO NAVIGATION

Consult U. S. Coast Guard Light List for supplemental information concerning aids to navigation.



18658



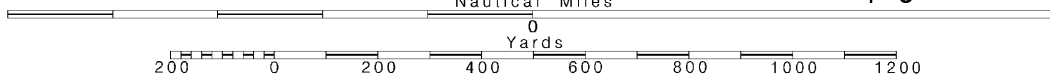
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

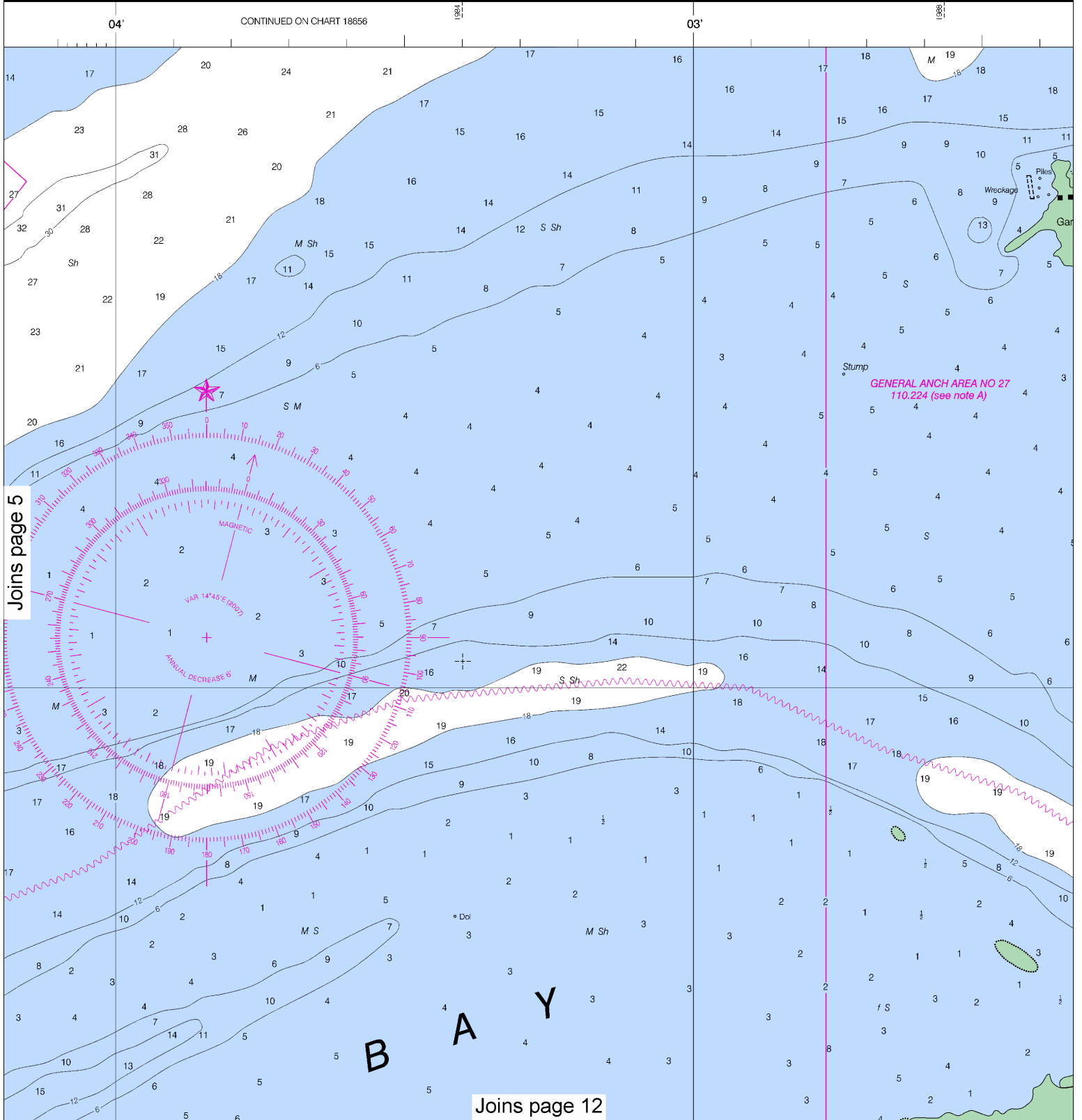
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See Note on page 5.





CONTINUED ON CHART 18856



Joins page 5

Joins page 12

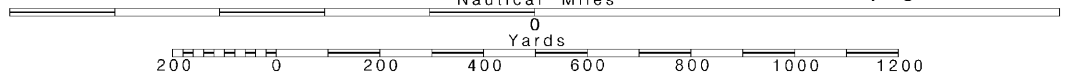
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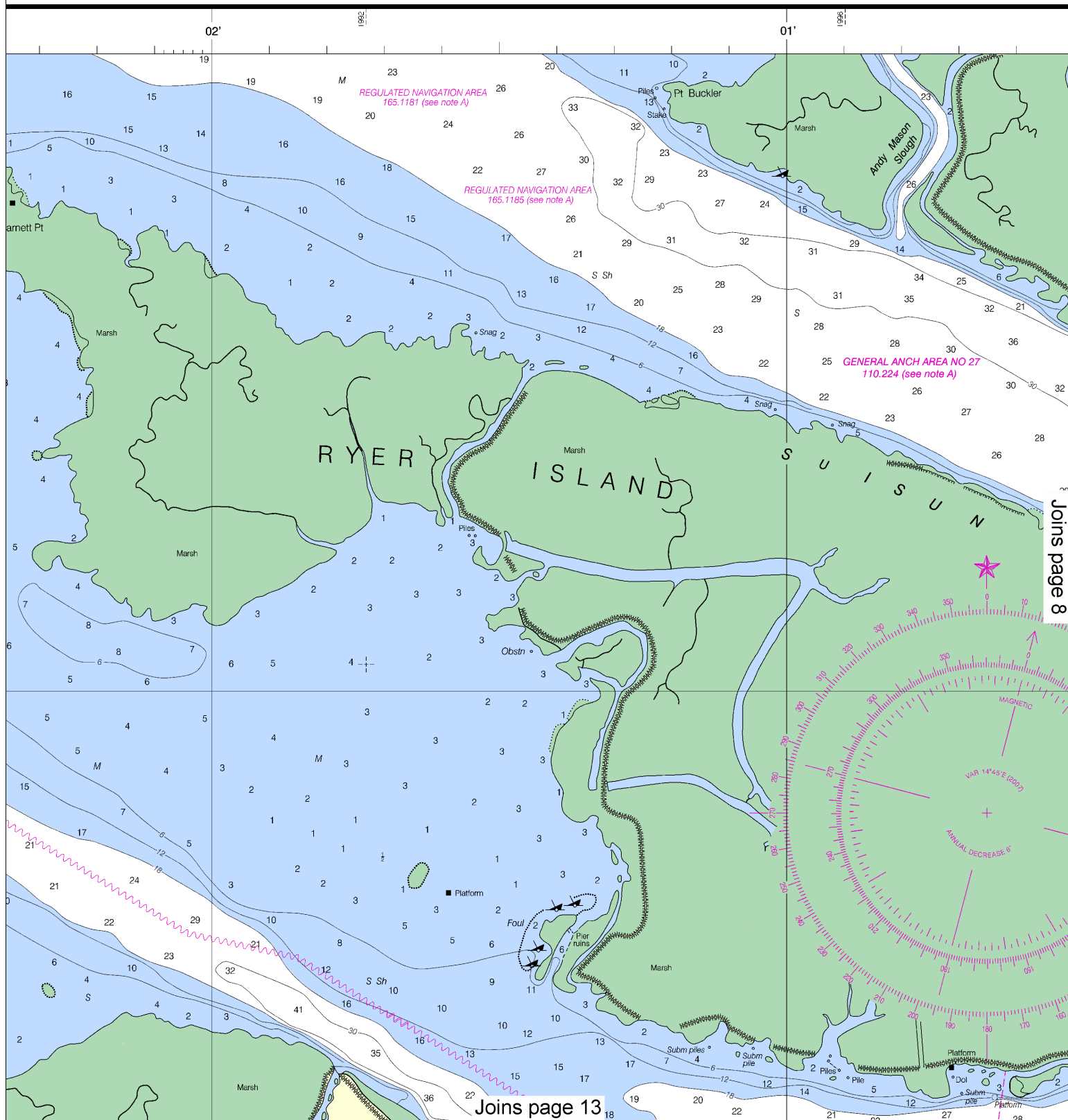
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Printed at reduced scale.

SCALE 1:10,000

See Note on page 5.



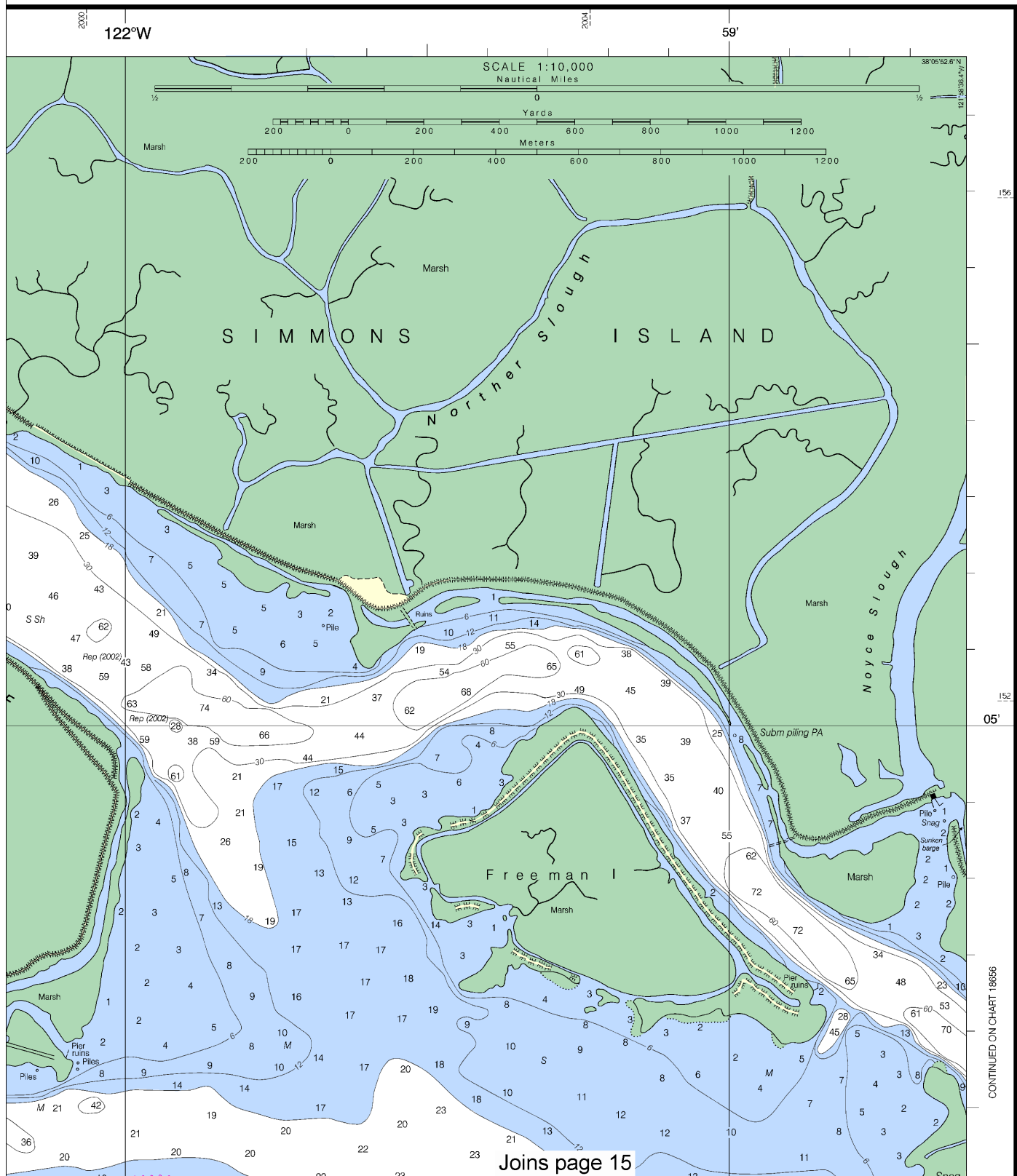


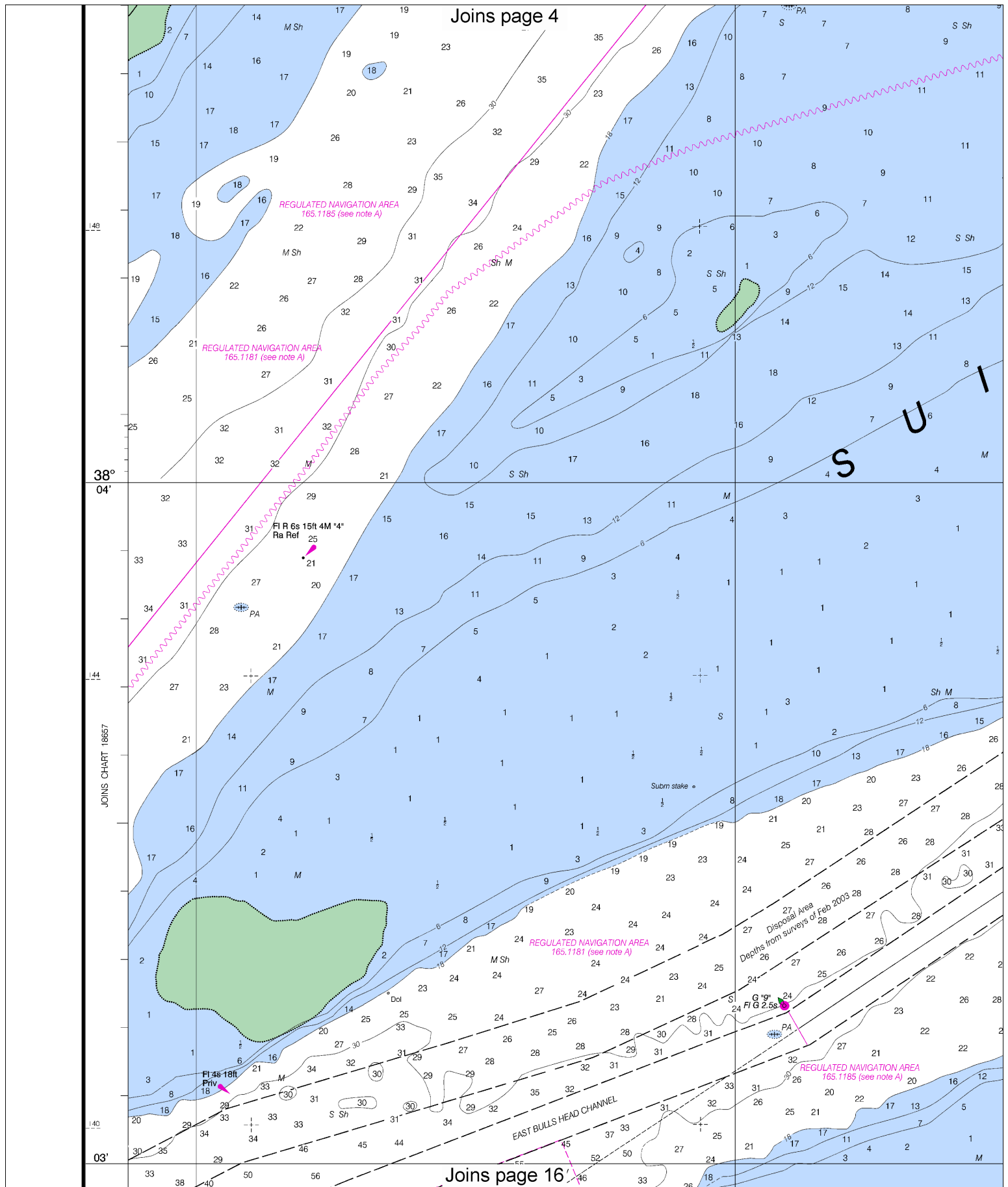
This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4612 11/13/2012,  
 NGA Weekly Notice to Mariners: 4812 12/1/2012,  
 Canadian Coast Guard Notice to Mariners: n/a.





# SOUNDINGS IN FEET



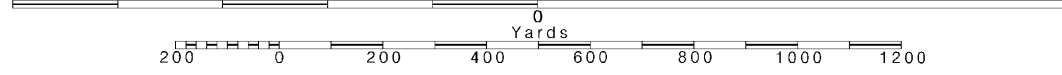


10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —  
Nautical Miles

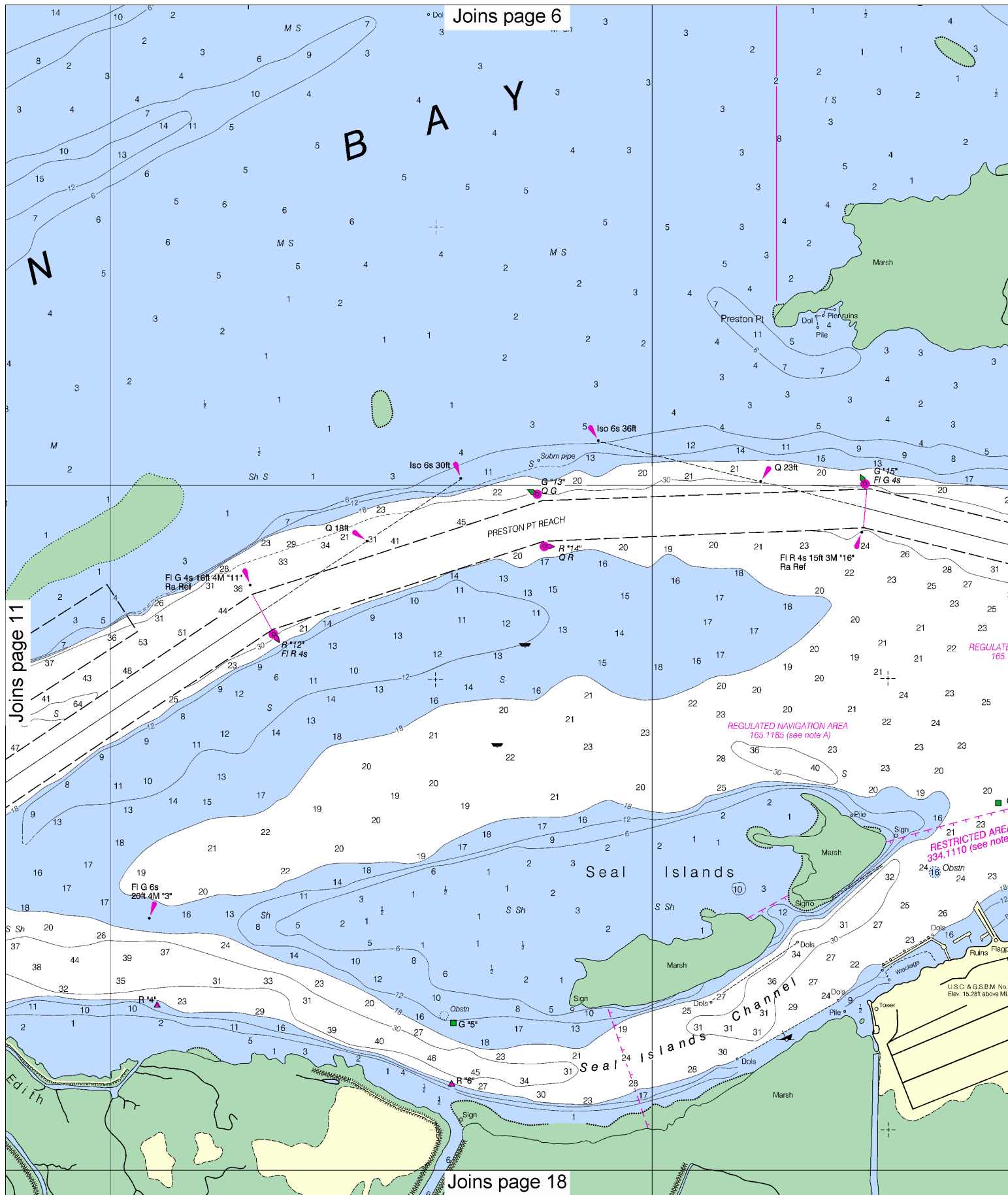
See Note on page 5.



This is a nautical chart section showing Sun Bay and the Seal Islands Channel. The chart includes the following details:

- Geographical Features:** Sun Bay, Seal Islands, Seal Islands Channel, Pt Edith, Preston Pt, Seal Islands, Marsh, and Seal Islands Channel.
- Depth Soundings:** Numerous depth soundings are provided throughout the chart, ranging from 1 to 36 feet.
- Navigational Aids:**
  - Buoys:** R 10 (2.5s), R 12 (4s), R 14 (4s), R 45 (27ft), R 6 (27ft).
  - Lights:** FI G 4s (16ft 4M 11"), FI G 6s (20ft 4M 13"), FI R 6s (20ft 4M 13").
  - Other Aids:** Iso 6s 30ft, Iso 6s 36ft, Q 18ft, Q 13", Q 23ft, G 13", G 5", R 45, R 6.
- Chart Labels:** SUN BAY, PRESTON PT REACH, Seal Islands, Seal Islands Channel, Pt Edith, Seal Islands, Marsh, Seal Islands Channel.
- Chart Borders:** Joins page 5 (top), Joins page 12 (right), Joins page 17 (bottom).

REGULATED NAVIGATION  
165 1185 (see note A)



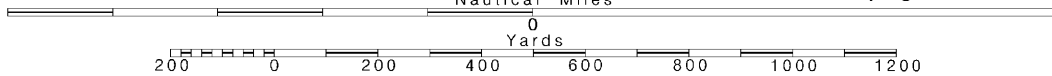
**12**

Note: Chart grid lines are aligned with true north.

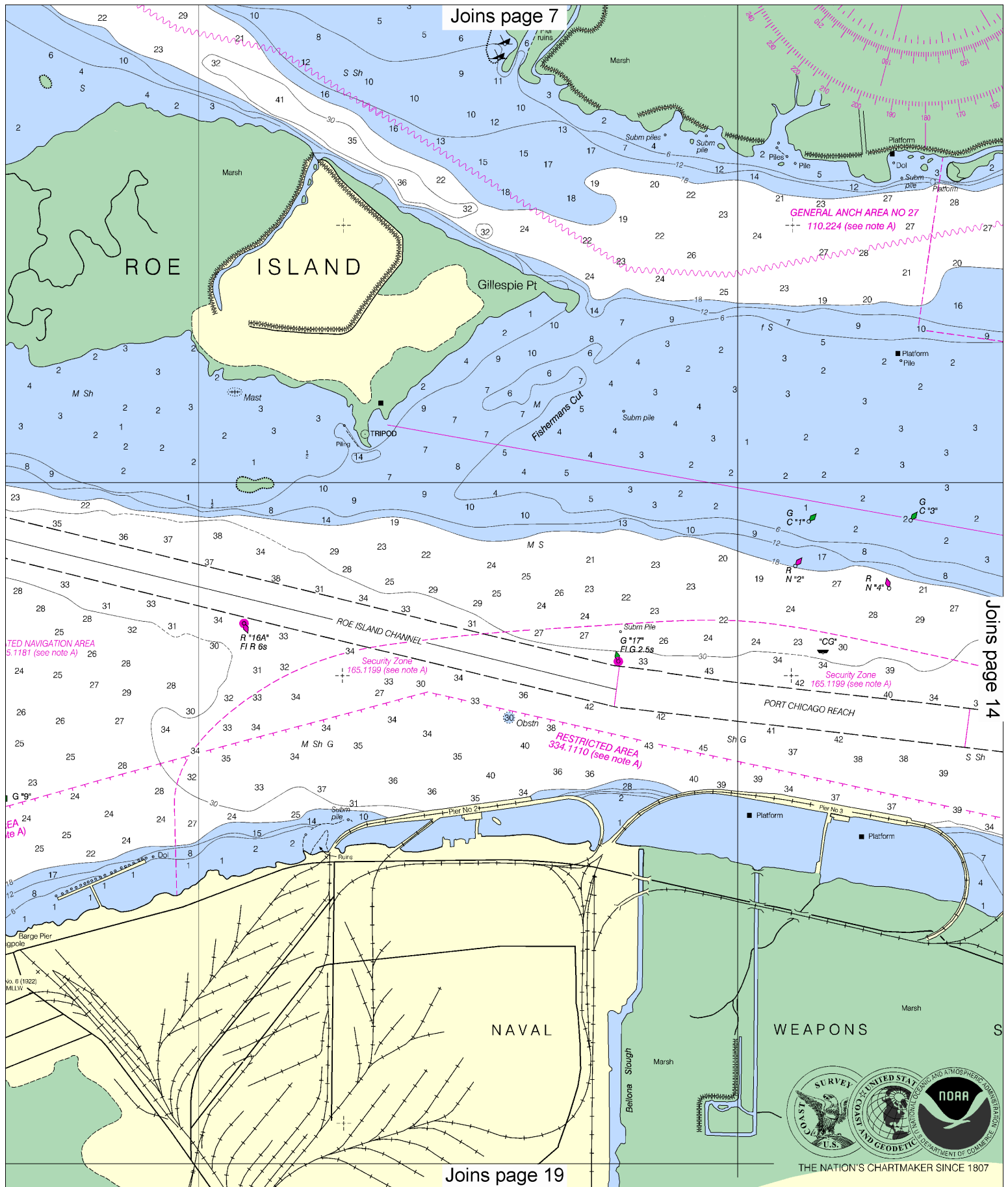
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SCALE 1:10,000

See Note on page 5.



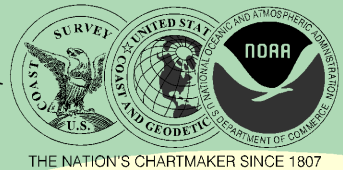




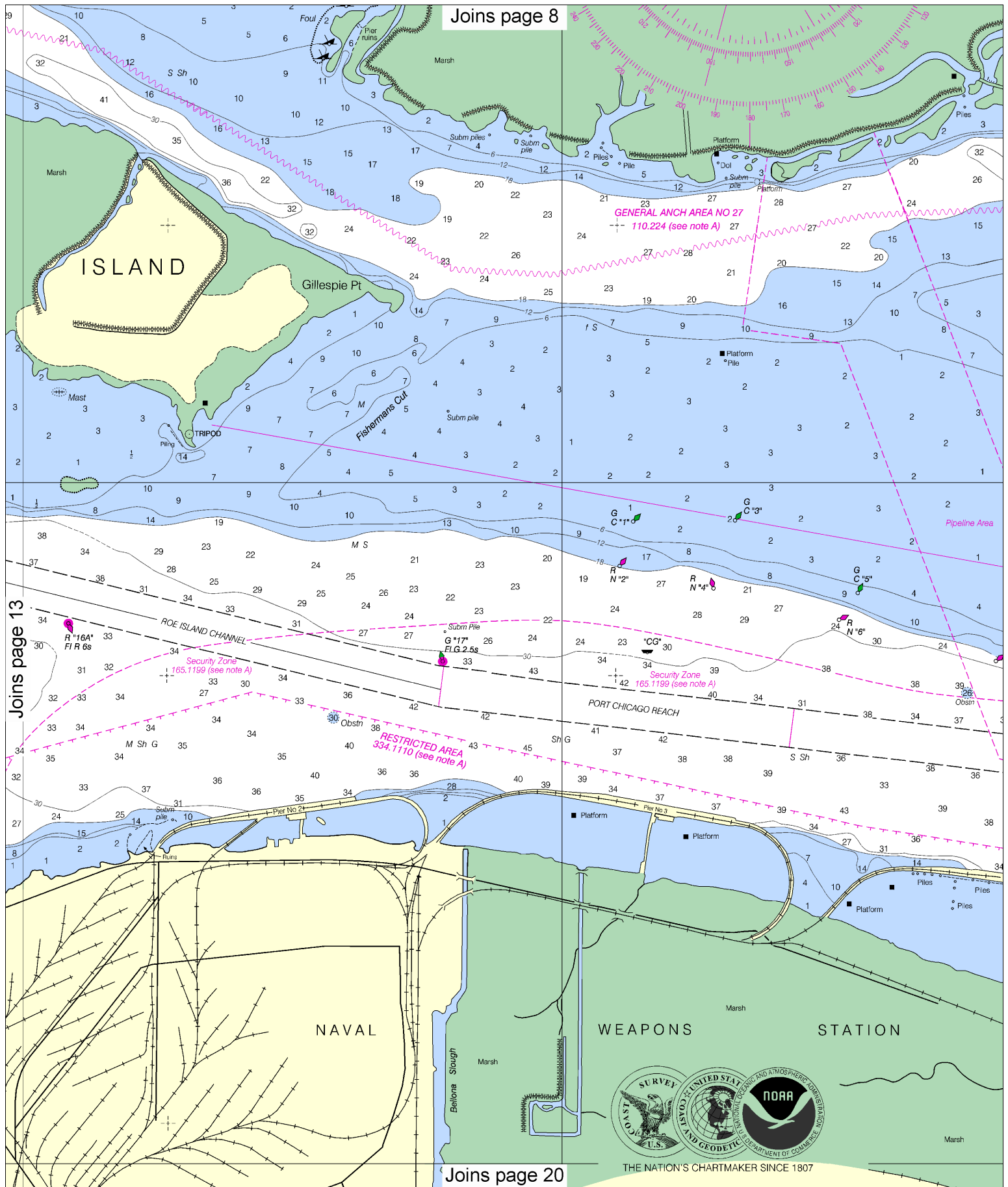
Joins page 7

Joins page 14

Joins page 19



THE NATION'S CHARTMAKER SINCE 1807



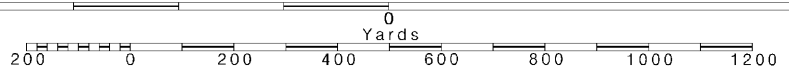
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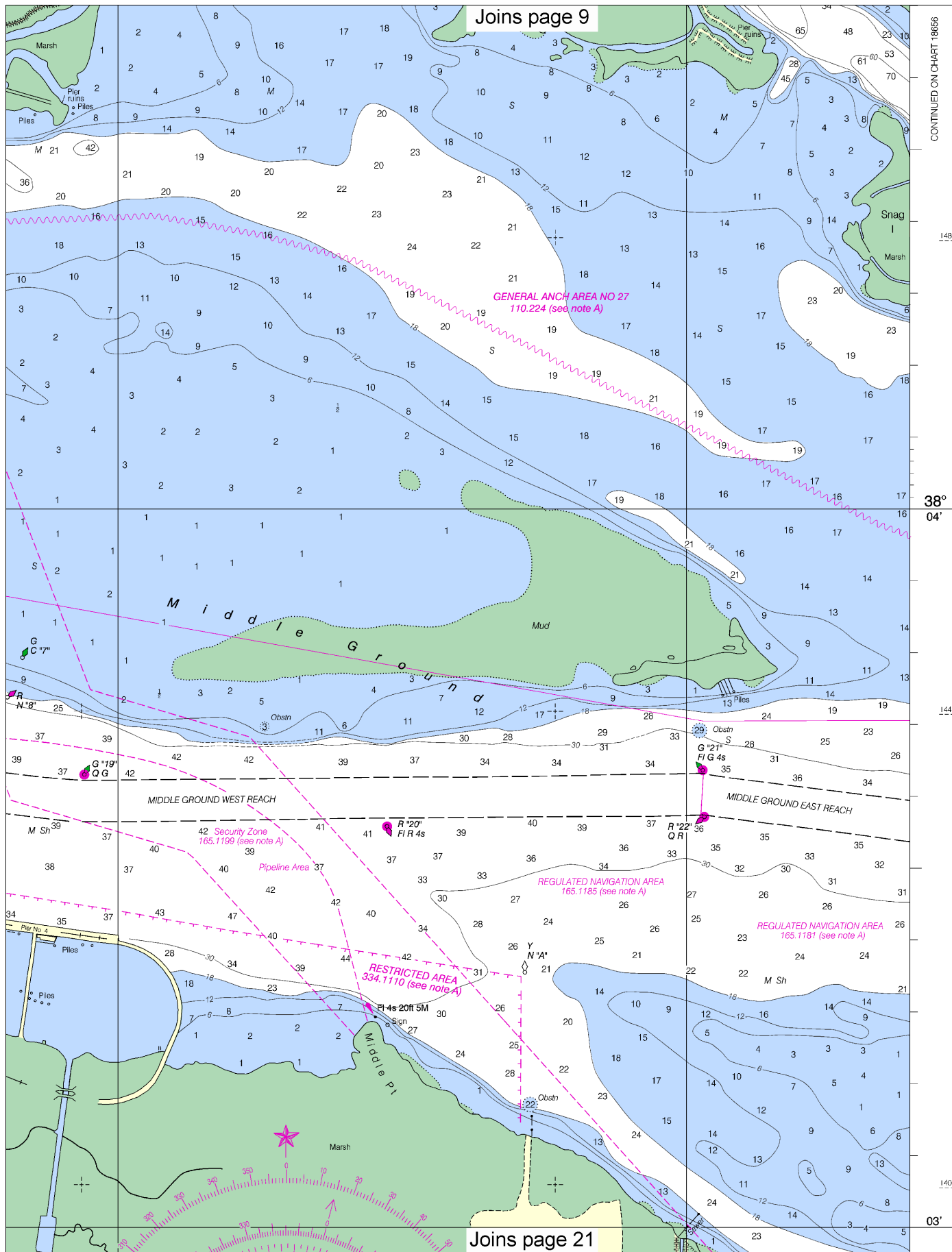
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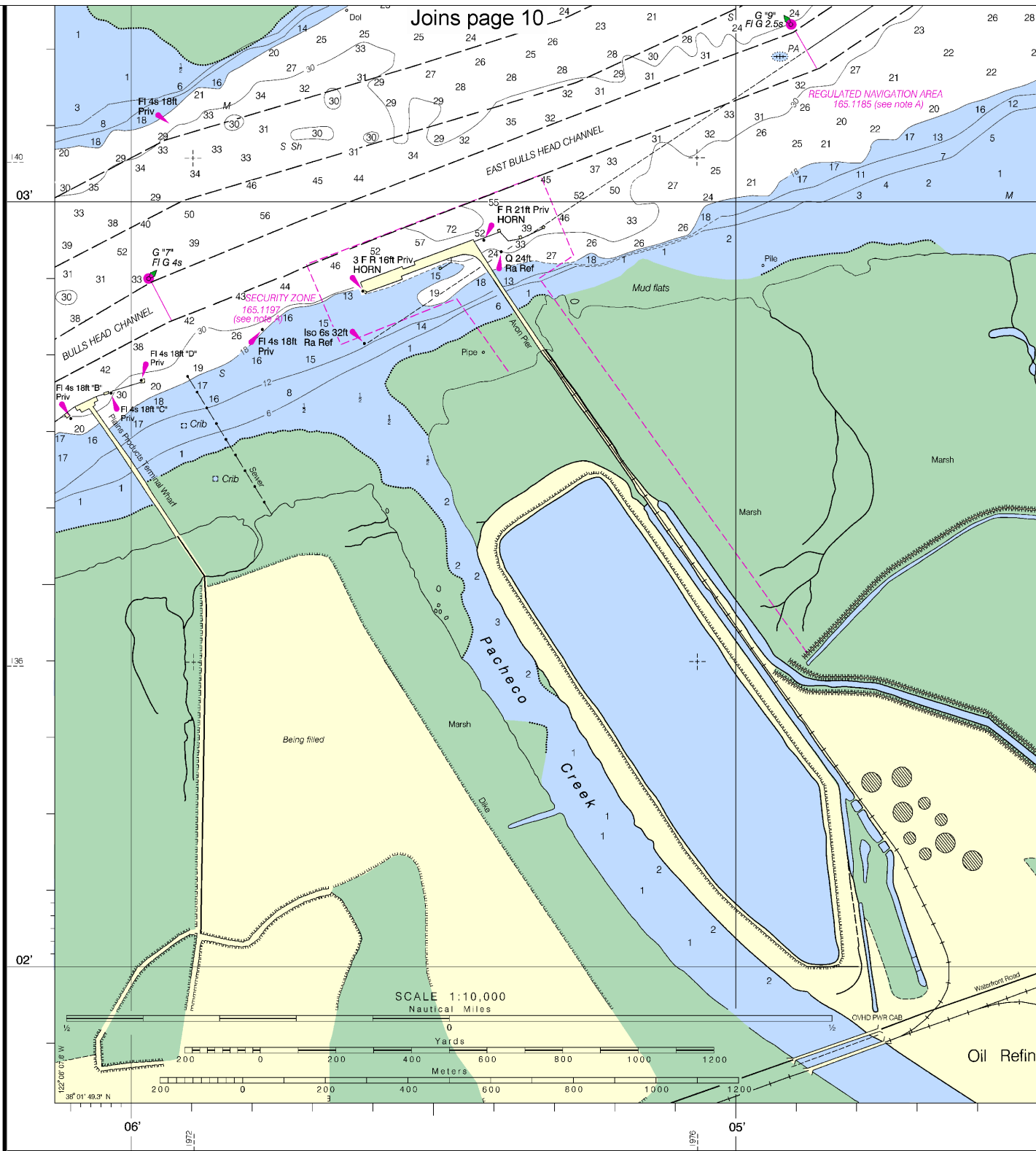
Printed at reduced scale.

SCALE 1:10,000  
Nautical Miles

See Note on page 5.







31st Ed., Sep./07 ■ Corrected through NM Sep. 01/07  
Corrected through LNM Aug. 28/07

18658

**CAUTION**  
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

This nautical chart has been designed to promote safe navigation. The U.S. Coast Guard encourages users to submit corrections, additions, or improvements to this chart to the Chief, Marine Chart Division (N/CSD), Service, NOAA, Silver Spring, Maryland 20910-3282.

16

Note: Chart grid lines are aligned with true north.

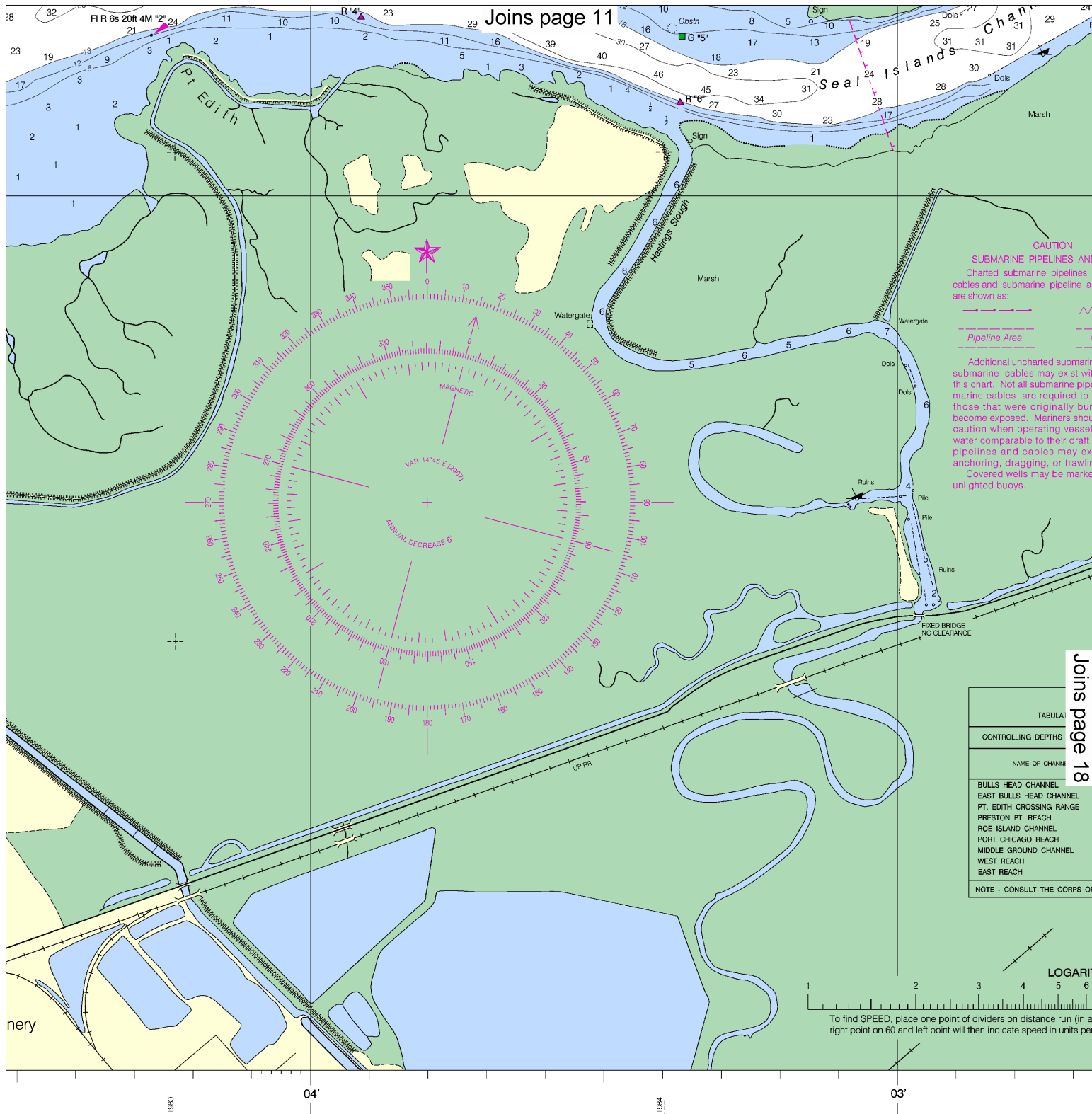
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SCALE 1:10,000 Nautical Miles

See Note on page 5.

Yards 0 200 400 600 800 1000 1200



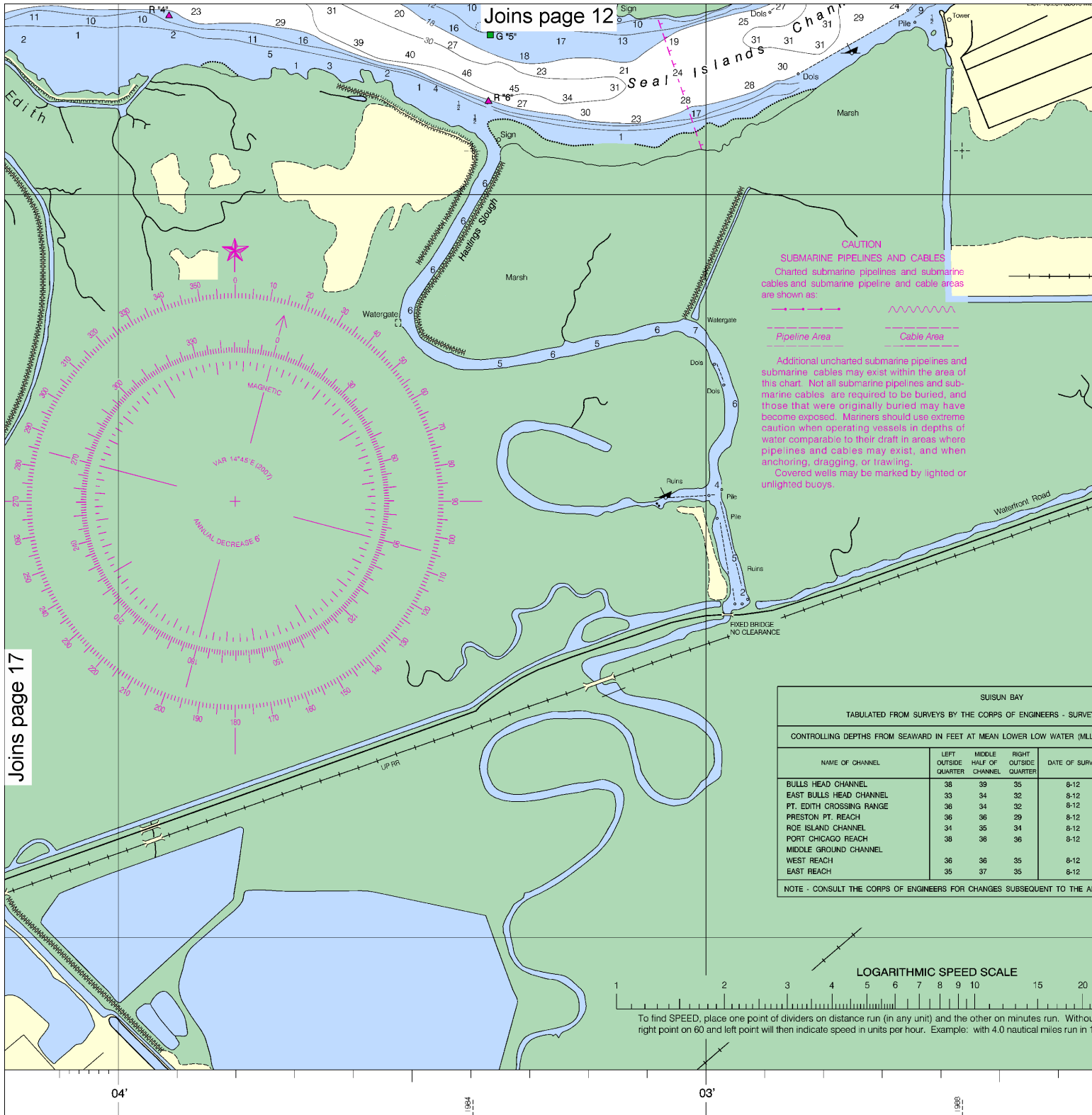


Joins page 11

Joins page 18

SOUNDINGS IN FEET

Navigation. The National  
Plans, or comments for  
(S2), National Ocean



**SOUNDINGS IN FEET**

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 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL CENTER FOR Nautical Charts

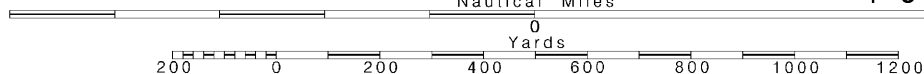
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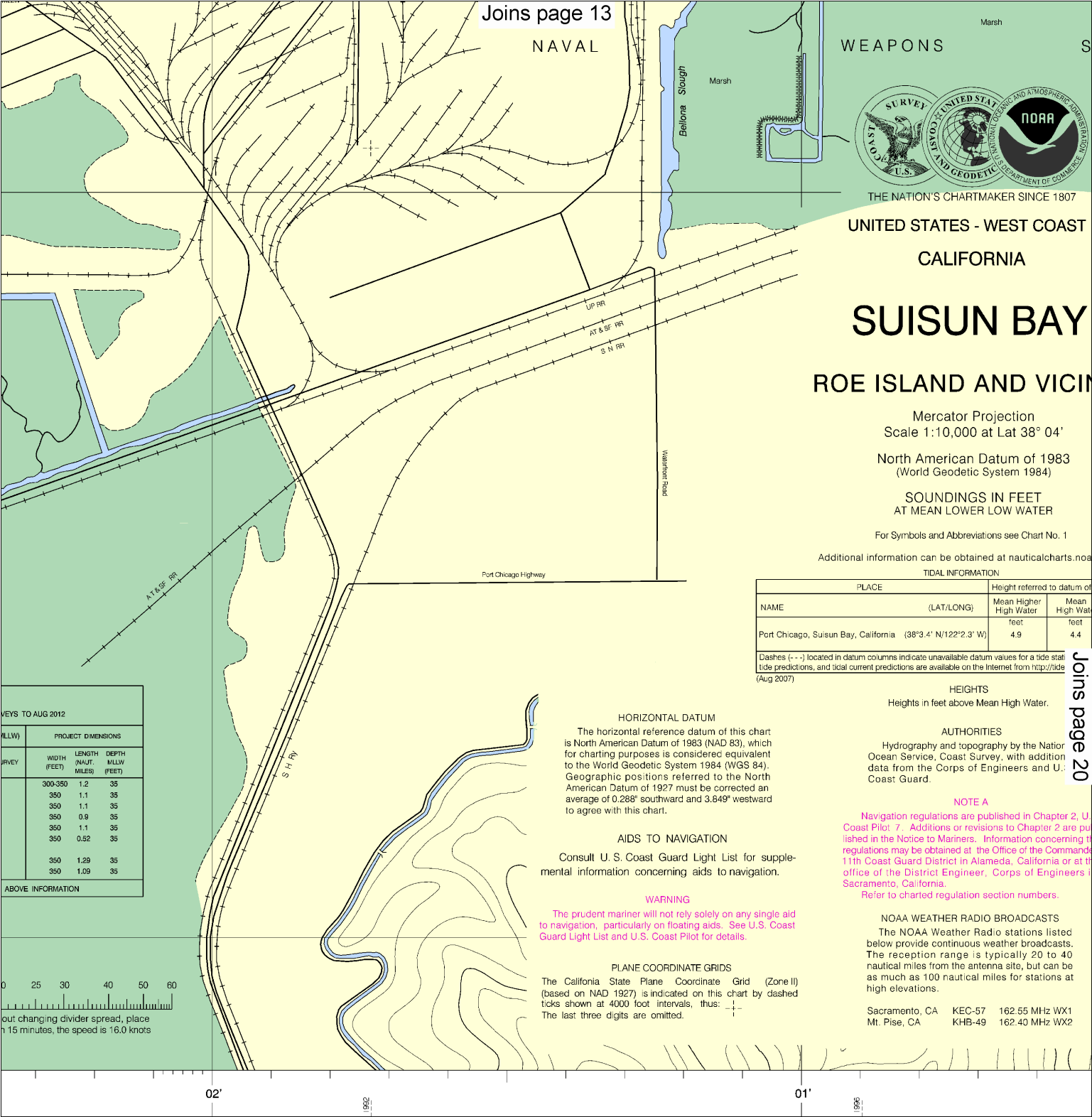
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SCALE 1:10,000  
 Nautical Miles

See Note on page 5.





Printed at Washington, D.C.  
DEPARTMENT OF COMMERCE  
NATIONAL OCEAN SERVICE  
COAST SURVEY

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## WEAPONS

STATION



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST

# CALIFORNIA

# SUISUN BAY

## ROE ISLAND AND VICINITY

Mercator Projection  
Scale 1:10,000 at Lat 38° 04'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Port Chicago, Suisun Bay, California	(38°3.4' N/122°2.3' W)	feet 4.9	feet 4.4	feet 0.7

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

## HEIGHTS

Heights in feet above Mean High Water.

## AUTHORITIES

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NOTE A

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## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Sacramento, CA	KEC-57	162.55 MHz	WX1
Mt. Pise, CA	KHB-49	162.40 MHz	WX2

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.288" southward and 3.849" westward to agree with this chart.

## AIDS TO NAVIGATION

Consult U. S. Coast Guard Light List for supplemental information concerning aids to navigation.

**WARNING**

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## PLANE COORDINATE GRIDS

The California State Plane Coordinate Grid (Zone II) (based on NAD 1927) is indicated on this chart by dashed ticks shown at 4000 foot intervals, thus:  $\begin{array}{c} + \\ - \\ + \end{array}$ . The last three digits are omitted.

## PRINT-ON-DEMAND CHARTS

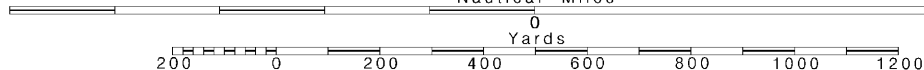
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FATHOMS	1
FEET	6
METERS	

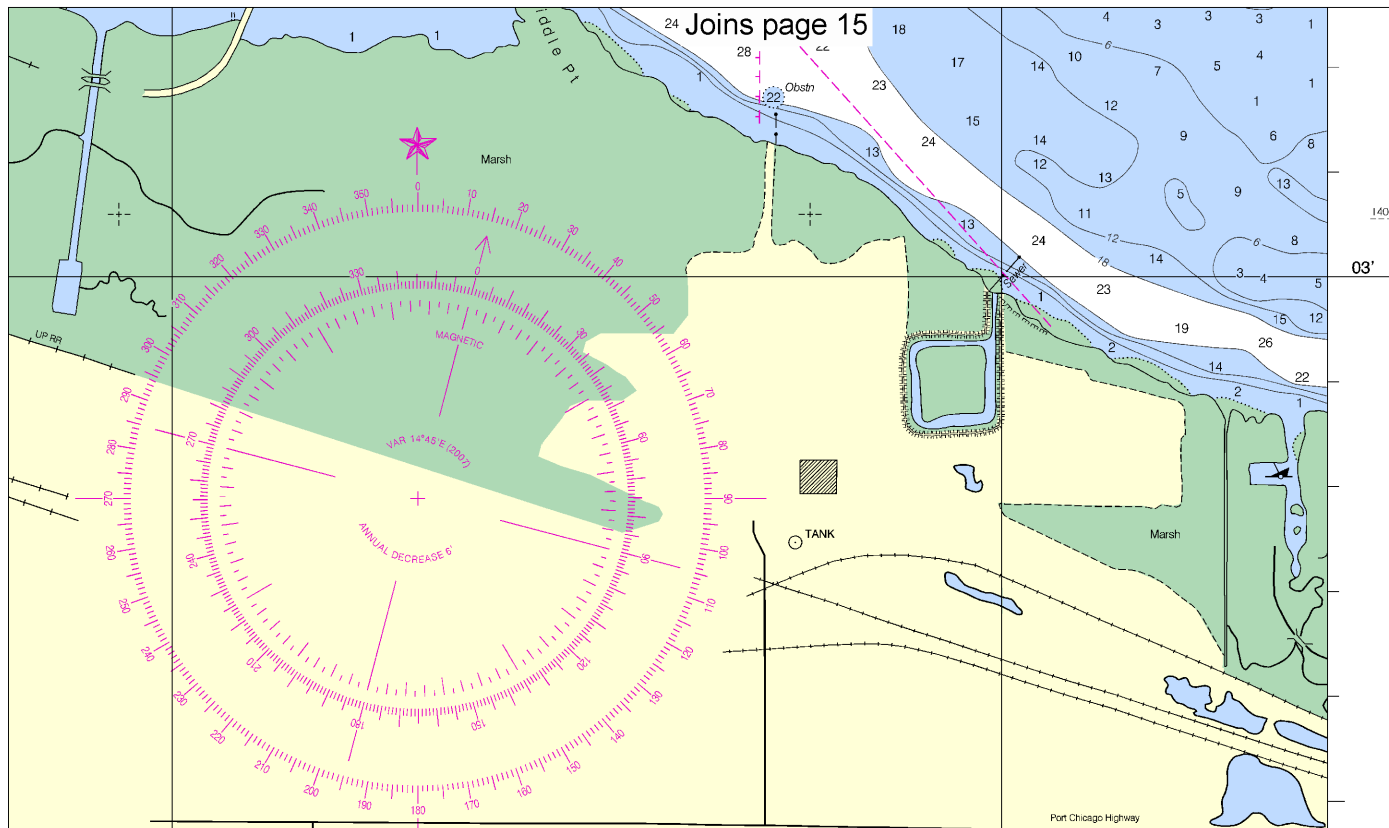
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — ~~SCALE 1:10,000~~  
Nautical Miles

See Note on page 5.







#### SOURCE DIAGRAM

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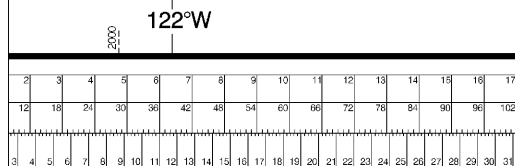
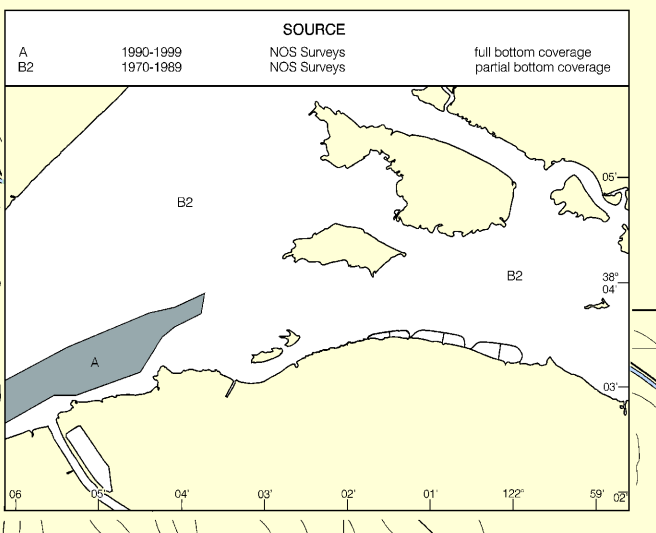
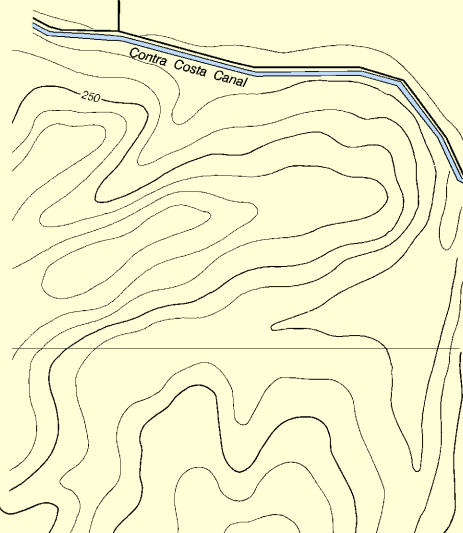
**REPORTS**  
hazardous substances to the 1-800-424-8802 (toll free), or to facility if telephone communication is not possible.

**REFLECTORS**  
been placed on many floating aids to navigation for identification on this chart.

**NOTES**  
or defects in aids to navigation noted on this chart. See

**NOTES**  
by broken lines are subject to change.

**INFORMATION**  
Pilot 7 for important information.



Suisun Bay, Roe Island and Vicinity  
SOUNDINGS IN FEET - SCALE 1:10,000

18658





## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

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Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
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Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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NOAA's Office of Coast Survey



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